WALTHAM WATCHES.

In soliciting anew the public patronage of Waltham and the kindred products, the American Watch Company respectfully present—

That no fact in the history of manufactures is more completely demonstrated than that the best system of making Watches is the one first established by them at Waltham. That system always had the warrant of reason and common sense, and has stood the test of time in the trial of the Watches themselves can be denied to have been ample and satisfactory. It is admitted on every hand—the evidence of daily observation and common repute—that the Watches not only keep correct time, but keep it as machines they manufacture. It should seem that nothing was needed but that their sizes, shapes and appearance should suit the tastes of the people. As to all these conditions, the American Watch Co. are now fully prepared to answer the exactions of the market. They confidently assert there is no longer any room for such reasons to import watches of any description whatever. Every size in ordinary demand, every shape, and every variety of finish and decoration, may now be had. And as to price, the recent reductions leave no room for doubt that the Waltham system of Watch-making is the most economical as well as the most reliable; and that the Waltham Watch is the cheapest as well as the best.

Many new varieties of movements have been added during the last year, all of which display the latest improvements in design and finish, and evince the rapid progress the Company is making toward perfection in the art. Among these the new and nine Watch, for boys and young gentlemen, is to be specially noted. A very low price has been made for this Watch, because it is a boy's watch, and with the object of bringing it within the means of boys of all classes. Price being considered, no such Watch, in quality and beauty, has ever, in any country, been produced.

The "Crescent-street" full-plate Watch, added during the last year, is now made either with or without stem-winding and setting attachment. This Watch, in either form, the Company challenges all manufacturers of all countries to beat or equal in its price. It is made with the latest improvements in every part—improvements which improve—and which not only make it better for its purposes as a time-keeper, but will make it a great favorite with watch-makers. This, the highest grade full-plate Watches made in this country, in size and appearance in finish, and general excellence, is especially intended for and recommended to business men, and in particular to Railway and Express men, to constant travellers—in fact, to all live men who must be told by their watches the correct time of day whenever they want it. All such men should have the "American Watch Co., Crescent-street." Counting on such destination for this variety of their manufacture, the Company devote the greatest care to its construction, employ upon it only their best men and best machinery, and issue it with their reputation at stake upon its success.

For sale by all leading jewellers. No watches retailed by the Company. For all other facts address

ROBBINS & APPLETON,
General Ag'ts for American Watch Co., 189 Broadway, N.

LITERATURE.

George Augustus Sala has a book about France in active preparation.

Mr. Bancroft has finished the first volume of his forthcoming History of Yorktown, and will soon have the whole of the twenty-four volumes in the hands of the printers.

Mr. Dickens is said to be at work on a new story, which will be published in the spring. It is reported that the scene is laid in Paris, and that the hero is a Frenchman.

Mr. Bret Harte is now in New York, and is at work on a new story, which will be published in the Atlantic Monthly. Mr. Harte is now in receipt of a salary of $5,000 per annum from the publishers of that magazine.

Mr. Longfellow has completed a translation of the Divine Comedy of Dante, which will be published in a few days. The publishers declare that it is the most beautiful book that has been published in this country.

Mr. Lowell has written a poem for the Harvard Commemoration, which will be delivered on the 19th of July. The poem will be published in the August number of the Atlantic Monthly.

Mr. Tennyson's new drama, entitled "Queen Mary," will be published in a few days. It is said to be a work of great power, and to be the best of the author's productions.

Mr. Henry Irving, the author of "The Bells," is now in this city. He has written a play for Mr. Jefferson, which he has already begun to read to a few of Andrew Allen's friends. It is entitled "Rip Van Winkle," and is to be produced, we understand, at the end of this month.

The Atlantic Monthly for April will be forthcoming in a few days. It contains articles by Mr. Longfellow, Mr. Lowell, Mr. Whittier, Mr. Aldrich, Mr. Bret Harte, and Dr. Holmes. The publishers claim that it is the best number that has been issued since the commencement of the magazine.

Mr. Sir Henry Holland, daughter of the physician, is to write a history of the reign of Queen Victoria. She has been engaged for the work by Messrs. Longman, the publishers of Lord Macaulay's History of England, and of the last volume of Mr. Buckle's History of Civilization. Miss Holland is to be paid $5,000 for her work.

The London Times says that Mr. Longfellow's new poem will be entitled "Morituri Salutamus," and that it will be published in London some days before it was published in this country. The Times also says that the poem is to be read by Mr. Longfellow at the coming Harvard Commemoration, and that the poet will be present at the dinner which will follow the reading of the poem.

Mr. Motley, the historian, is engaged in writing a history of the Netherlands, which will be published in London and New York. Mr. Motley has been engaged upon the work for several years, and has collected a large amount of material for it. He has been assisted in his researches by Mr. Gladstone, Mr. Disraeli, Lord Clarendon, Lord Derby, Lord Russell, Lord Granville, Lord Stanley, Lord Lyttleton, Lord Ellesmere, Lord Houghton, Lord Lansdowne, Lord Ashburton, Lord Carlingford, Lord Cowley, Lord Lyons, Lord Napier, Lord Ripon, Lord Stanley of Alderley, Lord Wodehouse, Lord Wrottesley, Lord Aberdare, Lord Acton, Lord Amberley, Lord Arthur Russell, Lord Bloomfield, Lord Boyne, Lord Brabourne, Lord Braybrooke, Lord Brougham, Lord Camoys, Lord Campbell, Lord Carnarvon, Lord Chelmsford, Lord Clanricarde, Lord Clifford, Lord Colchester, Lord Cottenham, Lord Dalhousie, Lord Dartmouth, Lord Dufferin, Lord Elcho, Lord Elgin, Lord Elphinstone, Lord Enfield, Lord Ernest Bruce, Lord Fitzgerald, Lord Fitzmaurice, Lord Fortescue, Lord Granville Somerset, Lord Hardinge, Lord Hatherton, Lord Hobhouse, Lord Houghton, Lord Hylton, Lord Kimberley, Lord Lansdowne, Lord Leconfield, Lord Leigh, Lord Lovaine, Lord Lovelace, Lord Lyttleton, Lord Macaulay, Lord Malmesbury, Lord Manners, Lord Mayo, Lord Monson, Lord Monteagle, Lord Morley, Lord Northbrook, Lord Northcote, Lord Norton, Lord Overstone, Lord Penrhyn, Lord Pollington, Lord Ponsonby, Lord Portman, Lord Powis, Lord Radstock, Lord Ravensworth, Lord Redesdale, Lord Ripon, Lord Rivers, Lord Rosebery, Lord Russell, Lord Sackville, Lord Selborne, Lord Shaftesbury, Lord Sherbrooke, Lord Stanley of Alderley, Lord Stanley of Preston, Lord Stratheden, Lord Strathnairn, Lord Sydney, Lord Taunton, Lord Tenterden, Lord Thurlow, Lord Tollemache, Lord Tweedmouth, Lord Vernon, Lord Wenlock, Lord Westbury, Lord Wharncliffe, Lord Wilton, Lord Winmarleigh, Lord Wolverton, Lord Wrottesley, Lord Zetland, Lord Zouche, Lord Zouche of Haryngworth, Lord Zouche of Ashby, Lord Zouche of Dudley, Lord Zouche of Harring

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Chicago, Ill.

MONDAY, MARCH 27, 1871.

RELATIONS WITH CANADA.

There have been, from time to time, various propositions by which improved water communication might be established between Chicago and the St. Lawrence River. There have been various canals projected by which the falls of Niagara and the rapids of the St. Lawrence might be avoided, but the end sought by all these improvements is the same—a free, uninterrupted water route for the largest steam and sail vessels from the upper lakes to Montreal.

The most feasible, cheap, and speedy improvement to accomplish this result is the enlargement of the Welland and the St. Lawrence Canals. This has been done by the Dominion Government, at an expense, all told, not exceeding $4,500,000. At present, the Canadian provinces enjoy a decided advantage over the Western States of the United States. With their line of semi-weekly, or tri-weekly steamers, to Europe, they have the Liverpool market, less the ocean freights, at their door. An ocean freighter from Montreal can be the same as from New York, the Canadians have the advantage over us that is represented by the freights from Chicago to New York, Philadelphia, or Baltimore. The result of having a block of wheat from Chicago for Liverpool in a steamer in New York is not less than 25 cents, and of a barrel of flour, $1.50. With the water route open to Montreal, the freight from Chicago to the Montreal steamer would not exceed 12 cents on the grain, or 60 cents on the barrel of flour. The difference would be added to the price of the article in the hands of the producer. It now costs one bushel of grain to pay the freight on another bushel of grain from the place of growth in Iowa to the New York steamer. By the water route to Montreal, one bushel of grain would pay the cost of moving itself and two other bushels to the steamer. But the advantages and direct benefits of having the Atlantic market, to which we could ship breadstuffs, without breaking bulk, are too self-evident to need discussion. They are not questioned or disputed in any quarter.

If the Canadian canals were enlarged, most of the foreign trade of the Western States would be transacted through Montreal. The saving in time, freight handling, inspection, and commissions, would be so great that no person would waste his property for the mere sake of sending it by another route. Canada has the means and the disposition to make these improvements. But Canada is also seriously land-locked by the territory of the United States, and some portions of her possessions are even more remote from the market than our own. The maritime provinces are much nearer, for purposes of trade, to New England, Pennsylvania, and New York, than they are to Ontario, and these provinces are no more interested in the enlargement of the Welland Canal than they are in the removal of the Red River raft in Arkansas. Nevertheless, they must bear their share in whatever expense the Dominion Government may incur in opening the enlarged navigation from the lakes to Montreal. The American people stand greatly in need of the privilege of dealing in the British American waters. Whatever opportunities we have had for profitable fishing in those waters we have lived to the concessions of the British and Canadian Governments. We have no right to fish within three miles of shore, nor to land for the purpose of curing or drying fish, and without those privileges our fisheries are unprofitable.

We want steam navigation from the Western lakes to Montreal, thereby reducing freights from 35 to 40 per cent on all our exports of breadstuffs. We want the free use of the fisheries in common with our Canadian brethren. These great boons the Canadians are willing to give us, provided that in return we will permit them to exchange their domestic products, of which we stand in need, for those of our products which they want to purchase. Shall we permit New Brunswick to sell potatoes to Massachusetts, and Nova Scotia to supply the factories of New England with coal, and the people of Prince Edward's Island to exchange their products, and those of Ontario and Quebec to furnish us with lumber for our prairies, for our exclusive use, and to supply the local frontier with butter, eggs, poultry, and other commodities in exchange for our products? If they are to throw open their fisheries and tax themselves to the extent of some millions of dollars, to open a seaboard avenue to enlarge and their commerce to Montreal, and thus secure a Western port whence to export the surplus of the West, they ask a reciprocity that will admit Canadian vessels with their cargoes of coal, codfish, lumber, potatoes, barley, and other articles of which we do not manufacture, there to be exchanged for such articles as we may have to sell them. It is a remarkable fact that we are at this time complaining to the civilized world that the British will not permit our fishermen to catch fish in the bays, inlets, harbors, and waters of the British possessions, nor to land on British soil, and there cure, dry, and pack the fish, when we virtually exclude all fish caught in those same waters by British fishermen from being sold in the United States. We have prohibited the sale, in the United States, of fish caught by the British in their own waters, and think it unreasonable that the British should object to our fishing in those same waters, and carrying the fish so caught into British ports, to be dried and cured for our market.

If the contracting parties of the two governments will stipulate that the Welland and St. Lawrence Canals shall be enlarged to the capacity of ocean navigation, and will open the navigation of those canals to our people on an equality with their own, we insist that they will be entitled to a liberal treaty for reciprocal trade and commerce, and that the productions of Canada, and the United States shall be admitted, free of all duties and imposts. Such a treaty, we think, will be of value to Canada, but it will be doubly so to us. We want lumber, and, if the only thing we received from Canada in exchange for it was a permit to pass by the exchange for exceeding any tax, if less were possible, on other articles.

AN ITEM FOR FREE TRADERS.

A correspondent, who is inclined to the protectionist view of things, sends us the following extract from a private letter from an intelligent citizen of Chicago, now residing in Europe, which he calls "at least for free traders":

"I will venture to say that in less than the time it will take you to read this letter, I can purchase on this side of the Atlantic, for cash, and ship to Chicago, a cargo of goods that will pay the consumer for our service and my profit on it.

"I say to all very one for our farmers to say every cent and every article of no importance which they can produce, and I will say to every one of our manufacturers, 'Just also no account for a similar "trick" by your fellow-manufacturers.' Let us, as a reasoning members of the Republican party, from statesmen, impress every voter with the idea that the only union worthy of the name is that of the people, and that the only union worthy of the name is that of the people, and that the only union worthy of the name is that of the people, and

EASTMAN

THE LAW COURTS.

A Decision Rendered in One of the Actions Thereon.

Action for Libel Against a Swedish Newspaper.

Circuit Court.

SEE OF THE LONG-PENDING BOOT-AND-SHOE LITIGATION between Thomas and Mary Ann Hurst, and Hurst, Sons & Co., was decided by Judge Drummond, in favor of the latter firm, because the husband of Mary, the former firm, had since been made a woman of sufficient fortune—some $40,000—to, and, between them, they accumulated a considerable property. The case will be appealed, and the following notice of their claim:

Of their claim to a portion of the business, largely, by the location of immigrants, and in the business of the firm, the complainants, Thomas and Mary Ann Hurst, were married, when their property consisted of but very little, either for England or America. Soon after their marriage they began to engage in the boot and shoe business, notwithstanding its almost entire dependence on the Government for its success. Mr. Hurst, by his energy and industry, soon built up a large trade, and, as his profits increased, he invested them in real estate, which, from time to time, rose in value. At the time of the separation, in 1869, the property was worth $40,000 or $50,000, and was in the name of Mrs. Hurst. Mr. Hurst claimed that it was purchased with his money, and that the title was taken in her name for convenience. Mrs. Hurst claimed that it was purchased with money which she had received from her father's estate, and that it was her separate property. At the time of the separation, Mr. Hurst left the property nearly all in the hands of Mrs. Hurst, and it remained in her possession and under her control until the filing of the bill in this case. Mr. Hurst, in his bill, charged that Mrs. Hurst had conveyed the property to her brother, Thomas Dunn, and to Thomas Dunn, Jr., for the purpose of defrauding him of his rights in the property. Mrs. Hurst, in her answer, denied that she had made any such conveyance, and stated that she had conveyed the property to her brother and nephew in trust for herself, and that the conveyance was made for the purpose of protecting the property from the claims of creditors of the firm of Hurst, Sons & Co., which was then in a very embarrassed condition. Mr. Hurst, in his replication, denied that the conveyance was made for the purpose of protecting the property from the claims of creditors, and charged that it was made for the purpose of defrauding him of his rights in the property. The evidence showed that the conveyance was made for the purpose of protecting the property from the claims of creditors, and that Mrs. Hurst had no intention of defrauding her husband of his rights in the property. The bill was therefore dismissed for want of equity.

Superior Court.

MECHANICS LIKE TO BE ENGAGED. The Master in Chancery has appointed Saturday next for the adjustment of a mechanic's lien upon Lot 18, block 4, Ashland's addition to Chicago. The petitioner, some of the contractors on the building, and the owner of the property, are interested in the case, as to which the Court instructed the Master to ascertain, as nearly as possible, the amount necessary to repair the chimney, and the time which would be required to do the work. Most mechanic's liens in Cook County are for small amounts, and are settled without litigation, but this is one of the few cases of the kind which have come before the Court, notwithstanding its almost entire dependence on the Government for its success.

Criminal Court.

Barney Fagin, a negro man, having been indicted for the murder of Martin Fahey, was tried, convicted, and sentenced to the penitentiary for life.

Samuel Kennedy, one of the Kelly-Ingraham gang of burglars, was convicted of a burglary, and sentenced to the penitentiary for one year.

THE CITY IN BRIEF.

Amusements.

The Wyndham Comedy Company arrived on yesterday from Indianapolis, where they have been performing for a week, and will open their quarters at the Nevada House. The company appears to-night, at the Opera House, in the celebrated comedy of "Our Boys," which has created such a furore in London, although the cast is indifferent. In addition to this, the beautiful ballet company will appear in a specialty, and the whole forms a very pleasant entertainment. The engagement is an extremely fair one, and the company will be found worthy of patronage. Mr. Wyndham is also entitled to praise for the liberality with which he has provided for the comfort of the audience, in order to give a legitimate theatrical entertainment. The accommodations of strangers and their horses are also very good, and the management deserves success for introducing them at the Nevada House. Richard Mansfield, the Farwell Hall star, Mr. Moody will be present.

Dr. Risdon's lecture announced this evening, in Farwell Hall, on the subject of "St. Paul and Protestantism."

The annual meeting of the Dairy Church Society, for the election of officers and the transaction of other important business, will be held at the church this evening.

Coroner's Inquests.

The Coroner held an inquest, yesterday, at No. 16 Chicago avenue, on the remains of Charles Hoffman, who was killed on the Chicago & Northwestern Railroad Company, and on the body of Walter Williams, who was killed by the falling of a brick wall. Verdict in each case, "Accidental death." He died from the effects of a blow received from a stick in the hands of Thomas Kelly, during a row on the corner of Clark and Kinzie streets, on Saturday night. Verdict, "Death by manslaughter."

Mary A. Mc. Ist West Harrison street, on the body of Walter Williams. He was killed from the effects of a blow received from a stick in the hands of Thomas Kelly, during a row on the corner of Clark and Kinzie streets, on Saturday night. The jury returned a verdict of "Death by manslaughter," and committed the prisoner to the county jail.

Yesterday's Fires.

The alarm from Box No. 17, at 1:40 yesterday afternoon, was occasioned by a burning chimney on the premises of Mrs. Dunnage, 2150 Prairie avenue. Damage, $100; insured for $1,000 in the Loriland. Cause, defective flue.

But the one turned in at 6:30, that evening, befell in a cottage, 2 stories high, on Forrest avenue, owned by Charles Dunn. Loss, $500; insured for $300 in the Mercantile. Cause, unknown.

Miscellaneous.

The residence of P. Hathaway, corner of Peoria and Indiana streets, was robbed of two sets of harness, two overcoats, and two pairs of boots, on Saturday night.

There is to be Assembly Building an owner's ball at Kinzie's Hall, this evening. Tickets, $2 a couple; admit the gentleman and lady.

Mary Ann Hurst, of No. 1 Desplaines street, on the 8th of April, 1870, and not paid for the same, although she has frequently called for it. She would like to get it, and the accompanying articles from that date, and the accompanying articles from that date, and the accompanying articles from that date